

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 25, 2007
6:00 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Yuen, Vice Chair Northey, Commissioners Glass, Tanaka, Van Valkenburgh, Wendle

COMMISSIONERS ABSENT: Commissioner Holler

STAFF PRESENT: David Cieri, Kevin McDonald, Franz Loewenherz, Kevin O'Neill, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:11 p.m. by Vice Chair Northey who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Yuen, who arrived at 6:12 p.m.; Commissioner Wendle, who also arrived late; and Commissioner Holler, who was excused.

3. STAFF REPORTS

Transportation CIP Construction Manager Dave Cieri proposed revising the agenda by reversing the order of items 7A and 7B. The change was accepted by the Commission.

Mr. Cieri proposed adding approval of the agenda to the regular agenda. There was consensus to add it following Petitions and Communications.

Mr. Cieri reported that he and David Berg are working to set up meetings with individual Commissioners to talk about the workings of the Commission and how things could be improved.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Glass reported that he attended the Light Rail Best Practices committee meeting on October 16. The focus was on selecting systems to be studied.

Commissioner Northey said she attended the same meeting. She noted that tours of Sound Transit facilities are being scheduled for the committee members.

6. PETITIONS AND COMMUNICATIONS

Mr. Joe Coolidge, address not given, said it appears his property is targeted specifically for a trail to pass through it. No permission for such a trail has been given, and there is no easement in place that would allow it. He said he was present to learn more about the proposal.

Ms. Mary Descher, 5249 140th Avenue NE, said she is concerned regarding the same trail project. She said the Walk and Ride program does not seem to include horseback riding, something that is very important to the Bridle Trails area. Mixing bikes and horses on the same trails, however, is problematic. Bridle Trails State Park does not allow bicycles for that very reason.

Ms. Joanne Campbell, 12230 NE 36th, said the property behind her house is private property; it is not fenced off to allow school children to walk back and forth to Cherry Crest School. It has come as a very big surprise that the city wants to claim the property for use as a trail.

Mr. Steve Muleen, 12345 NE 39th Street, asked how much Seattle City Light has paid the city to build a road through his property. The proposed trail will benefit only Seattle City Light. Bikes and horses do not mix and it will not work.

Ms. Nancy Bennett, 13549 NE 54th Place, said the city appears to be planning to install an eight- to twelve-foot multiuse gravel path down the middle of her front yard and across the driveway and fountain planter area. Another trail is proposed for the south side of her property. She suggested the city would be hard pressed to find any homeowner willing to agree to such an arrangement. She said she and her husband moved to the Bridle Trails area for its rural character, and the proposed update to the ped-bike plan is unacceptable. The city should reevaluate the plan and include a survey of the areas affected, which should be sufficient evidence to understand that Bridle Trails has a sufficient number of pedestrian and equestrian trails. The city should keep in mind that many of the existing easements are pedestrian/equestrian easements, and that gravel paths are not conducive to horse riding. The area is called Bridle Trails, not Cycle Trails.

Mr. Darren Ferguson, 4649 137th Avenue NE, reiterated the fact that horses and bicycles do not mix on trails. Gravel trails are not suitable for horses. The trail that passes by his house is

only four feet wide and is often used by pedestrians; a wider trail is simply not needed.

Mr. Martin Nyslick, 312 West Lake Sammamish Parkway, spoke as a member of the board of the West Lake Sammamish Association. He said he has degrees in civil engineering, transportation planning, traffic engineering and systems engineering. He said he also has been involved in studying pedestrian and bicycle safety. Of most concern to the West Lake Sammamish community is the roadway shoulder on the lake side. In an ideal world, planners would be able to step forward with a list of exactly what is needed in terms of local streets, collector streets, arterials and freeways. The Parkway exists, however, in the real world as a designated arterial and functions as a residential street. Any attempt to put something meeting standards on the shoulder on the lake side will fail. The current proposal is the result of a very elaborate process; it is not an ideal solution, but it is what will work without creating liability for the city or the residents who live down over the hill.

Ms. Christina Digoni, co-owner of a property at NE 60th Street and 132nd Avenue NE, said the proposed bike path along 130th Avenue NE and 132nd Avenue NE appears to involve widening both sides of those roadways by ten to fifteen feet. The area is not conducive to bicycles because of the horses. To access 130th Avenue NE and 132nd Avenue NE one must come off of 124th Avenue NE, which is a very steep street; the alternatives of 116th Avenue NE, 140th Avenue NE and 148th Avenue NE are already set up for bicycles and are more attractive. It will be significantly expensive to widen 130th Avenue NE and 132nd Avenue NE because of the amount of right-of-way that would have to be obtained. Bridle Trails is a unique area and the city has spent thousands of dollars enacting a tree preservation ordinance; to put in the proposed trails and paths would require removing the very trees the city has fought hard to preserve. The area along 132nd Avenue NE between NE 60th Street and NE 70th Street is a virtual speedway; cars pass on both the right and the left and the bike lane has become a second traffic lane. One of the proposed trails runs through the middle of her property, for which there is no easement on record. The city should put its energies into bringing light rail to the area.

Ms. Dana Cappela, 13336 NE 55th Place, said it is disturbing that no one in the Bridle Trails area has received notice concerning any of the proposed trails. The trail proposed to go through the middle of her horse farm is not acceptable. Bridle Trails residents are on record asking the city with help in opening up the equestrian easements that have been in place for 40 years, but the response of the city has been not to get involved in what it deems to be a civil matter. Yet now the city is attempting to force trails onto private property, which is ironic. Bicycles and horses do not mix and any attempt to do so should be halted.

Ms. Linda Treese, 13807 NE 48th Place, said she is both a bicycle rider and a horse rider. She said her concern is the pathways proposed for 132nd Avenue NE and 134th Avenue NE. She said she rides her horse across 132nd Avenue NE which is dangerous enough because of the cars; adding bicycles will only exacerbate the problems. Horses are easily spooked by bicycles. The Bridle Trails community should be left in a more natural state.

Ms. Kaitlyn Hillary, vice president for strategy and marketing for Overlake Hospital Medical Center, 1035 116th Avenue NE, noted that the facility has been the hospital for Bellevue for more than 40 years. The mission is to provide medical excellence every day and the vision is to provide exceptional quality and compassionate care to every life touched. A new south tower has been opened to further the ability of the hospital to serve the local community and fulfill its mission and vision. The new emergency room is set to open in a week, and partner Group Health will open its specialty center in the summer of 2008. The hospital has worked with the city to facilitate the extension of NE 10th Street through the campus. The hospital is also working with the city and WSDOT to facilitate the addition of freeway ramps at NE 10th Street. The proposed braided ramp will improve traffic flow in the area. However, the hospital is not supportive of ramps at NE 10th Street as a standalone project; traffic studies show that absent additional key city and regional freeway improvements, ramps at that location will create unacceptable levels of congestion and traffic queues, causing major hospital access issues that could literally cost Eastside lives. The Bel-Red corridor study has several key projects that will be critical to the functioning of the NE 10th Street ramps project. Overlake supports, encourages and recommends in order of priority: extending NE 4th Street between 116th Avenue NE and 120th Avenue NE; widening NE 12th Street to the east of 112th Avenue NE to the east of 116th Avenue NE; improving the intersections at 116th Avenue NE and NE 12th Street, and 112th Avenue NE and NE 12th Street; implementing the 124th Avenue NE/SR-520 eastbound interchange; widening and realigning 120th Avenue NE between Northup and NE 4th Street; widening 124th Avenue NE between Northup and Bel-Red Road; and widening 116th Avenue NE north of NE 12th Street. The Commission was urged to make those projects the highest priority for funding and implementation. Traffic studies indicate that extending NE 10th Street east beyond 116th Avenue NE will only bring increased traffic to the area and cause additional gridlock; the project should be taken off the table.

Ms. Diane Tibelius, former chair of the West Lake Sammamish Association, noted that the organization opposed efforts made some ten years ago to include pedestrian/bicycle lanes on both sides of the roadway. The city eventually voted down the project, largely because of the concerns of the homeowners. In 2001 the Association went back to the city and asked that new ideas be developed for pedestrian/bicycle lanes acceptable to the community. A compromised was hammered out and a plan was developed to have a pedestrian/bicycle lane on the west side of the road. It was also agreed that there would be an unmarked four-foot shoulder on the east side of the road across which property owners with very steep driveways gain access to West Lake Sammamish Parkway. What concerns the community now is the language on the website that suggests the project has been changed; the wording should continue to make it clear that the shoulder will be unmarked.

Ms. Melinda Miller, 4285 137th Avenue NE, spoke regarding project M-631, the 136th Avenue NE powerline corridor trail. She said the project as proposed would run through many backyards, paddocks and barns where horses are kept and where some homes have septic tank drainage fields. She agreed with all those who said horses and bicycles do not mix well. Some

homeowners are concerned that having a trail crossing their properties will increase liability for them.

Ms. Alice Prince, 6021 136th Avenue NE, Kirkland, spoke as one of the founding members of the Bridle Trails Park Foundation which did not a notice of the project. The park ranger has not been notified yet, which is evidence of very poor handling of a project of such scope. The gravel pathway up 136th Avenue NE and the two 14-foot pedestrian/bicycle paths on 132nd are intended to bring bicycles to the park, but the fact is bicycles are not permitted in Bridle Trails State Park; there is a \$250 fine if they are caught. Bicycles already have a dedicated way on 116th Avenue NE, 140th Avenue NE and on 148th Avenue NE. Fifteen years ago someone on the Transportation Commission lied to the City Council by telling them that they had taken a survey and that most wanted a horse path on the east side of 132nd Avenue NE paved; the fact is that of the 76 people surveyed, 72 did not want the path paved. The Commission should not make the same mistake again. No one in the Bridle Trails neighborhood wants facilities that will encroach on the horse community.

Mr. David Plummer, 14414 NE 14th Place, spoke regarding the Bel-Red corridor study and recommended the Commission delay any approval of the staff recommendations for changes to the four plans until they provide completed drafts of the two plans that are going to survive. If staff would do that, both the Commission and the public would be better able to understand what the staff proposal is. Second, the Commission should delay any action of the staff-proposed changes to the four plans until the results of the Proposition 1 vote are known and certified, and until the DEIS for the Sound Transit East Link project is available in the summer of 2008, the report from the Light Rail Best Practices committee is available about May 2008, and the final version of the INCA Engineers five-percent design report is available in November 2007. The latter will have design data and cost estimates for the major road schemes being proposed by the city. The Commission should request the staff to provide an assessment of the impact on the Bel-Red corridor if Proposition 1 fails and no light rail line can be expected to come through the corridor. The staff should be directed to delete project R-13 from the project list; the project involves a scheme to change the intersection of SR-520 and 124th Avenue NE for which WSDOT has told the city it has no plan to implement the project. Staff should be asked to provide an assessment of the impact on the proposed rezone and development scheme without the proposed intersection improvements and without deployment of a light rail line through the corridor.

Ms. Lorretta Lopez spoke as co-president of the Bridle Trails Community Club. She noted that the Bridle Trails subarea takes in the entire area between 116th Avenue NE to 148th Avenue NE and NE 60th Street and NE 24th Street. She asked the Commission to allow the Bridle Trails community time to review the entire plan that is on the table. The community club did not receive adequate notice. At first blush it appears the projects within the plan will impact the Bridle Trails community, and that many of the projects are inconsistent with the subarea plan. She noted that community club representatives met with staff on October 23. The full community club membership will meet on November 29 and expects to gather consensus by

mid-December. A copy of an email by Bridle Trails residents Norm Hanson addressed to Senior transportation planner Franz Loewenherz, Assistant Director Kris Liljeblad, and Senior Planner Kevin O'Neill was submitted for the record. The idea of putting 10- to 15-foot multipurpose paths on either side of 132nd Avenue NE is simply not consistent with the subarea policies. The city should make sure that there is consistency before there is any additional consideration of the ped-bike plan. The Commissioners and staff were invited to walk each proposed trail to gain a better understanding of the inconsistencies.

Ms. Duce McClain, 13106 NE 38th Place, concurred with the statements previously made by Bridle Trails residents. She noted that the plan calls for curbs on several of the roadways, which is inconsistent with the subarea plan and the rural nature of the area.

Ms. Betty Lou Cappella, 5652 132nd Avenue NE, said the proposed powerline trail extends from Cantershire North to the King County trail. There was a staff member in the 1980s who put the trail on the map arbitrarily; the Bridle Trails CAC said the trail is not appropriate in that it cuts through horse pastures and encounters grades as much as 40 percent. The map should be corrected. She said her horse farm exists within an equestrian overlay, something that was done because the city wanted to protect the use. The powerline trail heads west along Cantershire and directly into the Bridle Trails State Park; a property that borders the trail was recently given to the state as an add-on to the state park. People who ride the powerline trail are headed to the park. The King County trail can also be accessed. She invited anyone who wants to see the trails up close to contact her and she will take them out on horseback. Ms. Capella said she and a friend are currently in the process of walking around Lake Washington and has found the stretch through Bellevue to be very difficult to traverse. All of the various cities should get together to plan a decent walking trail around the lake.

Mr. Bob Wieler, 13421 NE 47th Street, said he cannot figure out why the trails through Bridle Trails are being proposed. There certainly is no neighborhood objective to be met by them. The neighborhood appreciates city help when it is offered, but in this case it is unclear who is supposedly being helped. If the criteria are safety, linkages and land use, none of the proposed projects should make the cut. The Comprehensive Plan speaks to neighborhood character, which the proposals do not further. The focus should be on the value of the neighborhood and its character.

Mr. Norm Hansen, 3851 136th Avenue NE, said he has been a Bridle Trails resident for more than 50 years. He noted that in 1990 the residents came to the city asking for safe places to walk and bicycle. As a result, the city has come through with projects on all of the major arterials; each of them now has an off-road asphalt path. Because the Bridle Trails area is not growing, there is excess capacity on most of the non-motorized facilities and there is no pressing need for additional capacity, with the exception of a short segment on NE 40th Street between 140th Avenue NE and 148th Avenue NE. Some of the trails shown on the maps represent a collection of ideas that go way back to the 1970s that no one ever wants to delete. The Bridle Trails Community Club intends to work closely with the community to develop a

list of facilities the community really wants. There is no shortage of trails in the area; there are 28 miles of trails within the state park alone. Considering the character of the area, what finally gets built should be reasonable and consistent with the plan for the area. The community is onboard with the notion of putting together a recommendation by mid-December.

Councilmember Balducci said she is very familiar with the West Lake Sammamish Parkway project, which is the culmination of a very long planning effort. The resolution formally adopted by the Council is as was described by the West Lake Sammamish representatives. The plan should mirror the adopted project. She allowed that she is not all that familiar with the Bridle Trails issues. She said she was somewhat surprised on October 23 to hear how deep into projects the process is given that there has not been an opportunity to set back and establish specific goals for the update. One suggestion made by Deputy Mayor Chelminiak and supported by Mayor Degginger is that the critical missing east-west and north-south links should be addressed first. If projects continue to be prioritized in the same way they have always been prioritized, the eventual results will be the same. The bar should be set very high. She encouraged the Commission to forward to the Council policy suggestions through her as Commission liaison. She commended the work done by staff on the big picture public outreach. Issues of notification to Bridle Trails have been raised and should be investigated, but the innovative work done for the project has been groundbreaking and very well received.

Mr. Bob Capella, 5652 132nd Avenue NE, suggested that if most of the people in the Bridle Trails community object to the projects and feel they will be of no benefit to them, and if there are adequate north-south corridors already in place on 116th Avenue NE and 140th Avenue NE, no purpose can remain for putting through such objectionable projects. Taking a 14-foot swath out of existing roadways could lead to future Councils concluding that the road itself should be widened. The potential corridor creep should be quashed.

Commissioner Northey assured the audience that their timing was perfect given that the Commission has been asked to develop a prioritized list of projects. She said the process of updating the ped-bike plan has been subject to a great deal of public outreach, but it is still not very far along. The projects shown on the list are only ideas to be discussed as a starting point; many of them may very well be thrown out altogether. The Commission will be working through February to narrow the project list. As for the West Lake Sammamish Parkway project, she said the parameters have essentially been written in stone and there is no hue and cry to change them.

Chair Yuen said he has always felt that the role of the Commission is to listen to the public and make recommendations accordingly. The best approach is to go to the neighborhoods to ask them what they want rather than to arbitrarily impose projects. He agreed with Commissioner Northey with regard to not changing the parameters of the West Lake Sammamish Parkway project.

****BREAK****

7. STUDY SESSION

B. Pedestrian and Bicycle Transportation Plan Policy Framework

Senior Planner Kevin O'Neill said there are several reasons for having a robust and connected non-motorized system, not the least of which is it encourages active and healthy living, it is good for the environment, it entails a livability aspect, and other modes of transportation depend on a safe walking and biking environment.

Mr. O'Neill reminded the Commission that the existing ped-bike plan was initially adopted in 1993 and was last updated in 1999. The current work is focused on updating the plan once again, including the Comprehensive Plan policies. Virtually all of the projects highlighted in the public testimony have been brought forward from the older plans. Whether or not they should remain in the plan will be a subject of discussion.

The draft network plan was released on September 27. After the discussion on the policy framework and prioritization framework, staff will return on November 29 for additional discussion of those topics. The Commission will have the work item on its plate through at least February, potentially longer if it takes longer to work out all of the details and formulate a recommendation to forward to the City Council.

Mr. O'Neill said the Growth Management Act (GMA) frames the development of the Comprehensive Plan which consists of two volumes: the general elements of the Comprehensive Plan, many of which are mandated by the GMA; and the individual subarea plans. There are several transportation facilities plans in the Comprehensive Plan, of which one is the ped-bike plan. In its entirety, the Comprehensive Plan drives the development of regulations, including the Land Use Code, the Transportation Standards Code, and the 12-year Transportation Facilities Plan (TFP), which in turn drives the six-year CIP.

There are a lot of policies and existing plans that support the ped-bike system. The policies that provide a basis for the ped-bike plan are found in a variety of places in the Comprehensive Plan, including the Transportation Element and the Parks, Land Use and Urban Design elements. There are other policies housed just within the body of the ped-bike plan itself that are not found in the general elements of the Comprehensive Plan.

Mr. O'Neill suggested that the policy framework in the existing plan is comprehensive. However, it is somewhat fragmented in that it is found in different areas of the Comprehensive Plan. Even if the Commission were to recommend no changes to any of the policies, the ped-bike plan should be updated to pull all of the policies into one more organized document. Staff believe that there are some policy gaps that should be addressed; there is only one policy that addresses accessibility, only very general policy language regarding funding, and there is little

that talks about the correlating environmental benefits of the ped-bike system. The plan lacks an overall vision statement.

It has been noted by both the Council and the Commission that the policy framework needs to be better coordinated to help frame the prioritization discussion. The existing Comprehensive Plan does that in the form of a policy that talks about prioritization of the ped-bike system. Naturally, the discussions by the Commission regarding the policy side will need to be linked to the prioritization side of the equation.

Another policy issue that was addressed in the letter to the Commission from the Bicycle Alliance of Washington relates to what is commonly referred to as a complete streets program. The umbrella of ideas are being looked at by jurisdictions across the nation. The ideas take many shapes and forms, but the common elements tend to be incorporating improved travel for pedestrians, bicycles and transit into the plans for all major streets; making streets usable for all groups; clearly articulating exceptions if there are to be any; flexibility and content sensitivity; and anticipating future demands using best available standards and practices. Some jurisdictions have gone so far as to say complete streets policies are prerequisite to funding, but for many that is where the wheels fall off.

Bellevue is surrounded by cities that either have or are considering complete streets actions of some kind. Seattle adopted an ordinance in the summer of 2007 supportive of the complete streets concept. Redmond and Kirkland have taken a different approach; both agreed that their plans already support the concepts and both simply adopted the complete streets approach into their city code. Issaquah is considering the same approach.

Mr. O'Neill allowed that there is a lot of support in some of the existing policies of the city for the complete streets notion. The ped-bike plan itself offers some policy support. Staff is not recommending moving one way or another with regard to the complete streets concept, but believes that if anything is done it should be done in the context of the overall plan update.

Commissioner Tanaka suggested that the complete streets approach could create any number of basis for legal actions by adopting policy language requiring certain criteria to be met unless a waiver or exception is granted. He allowed that it would be helpful to know how other jurisdictions have implemented the approach. Mr. O'Neill said one of the challenges with adopting any type of overarching policy or ordinance is that it sets a standard that may or may not be difficult to attain. In most cases the policies state emphatically that certain standards must be met unless there is an exception, such as safety or a demonstrated lack of need.

Commissioner Wendle said the reality for Bellevue is that the amount of right-of-way is limited and every single road will require tradeoffs. It would be great if roads such as Bellevue Way could be offer sidewalks and bicycle lanes on both sides, but the fact is there are people living on either side that would be impacted. The complete streets approach could serve as a straightjacket and deny people the right to decide how they want to deal with the tradeoffs. He

added that he is in complete agreement with the notion of having more of the roads accommodate both pedestrian and bicycle activity.

Chair Yuen commented that if the city finds itself in a position of having to include a sidewalk or bicycle trail, the city should go to the local community, explain the reasoning, and ask their opinion regarding where the facilities should be located. Mr. O'Neill said the existing policies direct the gathering of input from local communities and stakeholder groups; that is the standard approach taken by the city in moving from planning to design.

Commissioner Wendle pointed out that there is real mix of types of projects included in the ped-bike plan. He suggested the idea of deemphasizing the neighborhood level retrofits and bringing the focus around to the need for safe connections between activity centers, the neighborhood cores and the regional system.

Commissioner Northey said she is not a fan of the complete streets concept in that it utilizes a sledgehammer approach. The discussion is good for raising the profile of the non-motorized system, but is not the right implementation strategy. She suggested that the policy statements for sidewalks, bicycles and trails should be separated given that each has a different prioritization criteria and serves a different function. The list of projects in the existing plan is a compilation of ideas, both good and bad, that have been raised in past years; retaining the list as is would suggest the city has learned nothing from its dealings with the citizens in the past. She asked staff to draft a vision statement for the Commission to review and goals that are implementation oriented for both the five-year and ten-year horizon.

Mr. O'Neill said staff will be happy to take that approach. He allowed that the challenge is that many of the policies were added during the 2003 Comprehensive Plan update. That is not to say the policies cannot be revisited, but because they are so new they will need to be approached judiciously. In any event, the Council and Planning Commission will need to be kept fully in the loop.

Commissioner Glass said he likes the idea of having a vision statement. The fact is that while the majority of policies are well written and well intentioned, on the whole the city remains less than friendly to pedestrians and bicycles.

Chair Yuen commented that the only way the city will be able to improve the overall transportation picture in the city will be to get more and more people out of their cars. Good non-motorized access facilities will go a long way toward encouraging that goal.

Commissioner Glass agreed, adding that to a large degree the city has made the choice to value automobile traffic over pedestrians and bicycles. If the intent is to move in another direction for the future, new and different choices are going to have to be made.

A. Pedestrian and Bicycle Transportation Plan Public Comments and Prioritization

Framework

Senior transportation planner Franz Loewenherz reminded the Commission that the ped-bike plan update is in draft form only. He said the feedback loop from the draft network to the final network will involve a lot of evaluation. The comments from the Bridle Trails community solidifies the need to take all the time necessary in getting to a final plan that everyone can accept. When the plan is done, it will have all the details of a needs assessment, a policy framework, and a strategy for making everything come to pass.

The objectives of the network plan are to fill the gaps, make context-sensitive solution choices, and to think critically about who the user is. Clearly there is work to be done relative to making context-sensitive choices for some areas. Mr. Loewenherz stressed that the document is a planning tool, which means the Commission is operating at a very high level; when the design and construction phase is ushered in, there will in all likelihood be a number of factors that will involve reconsideration and tradeoffs. The fact that there are right-of-way constraints will make it difficult to ensure on-street parking and space for cyclists.

The range of projects contemplated is substantial and the total package is expensive. How to pay for everything will be one topic of conversation with the Commission and the Council. With the current level of funding, it will take a very long time to bring all of the projects online.

There is a need both for additional public involvement and technical work. Staff needs to visit all of the corridors to get a better handle on what is there and what is actually feasible. However, there are more than 400 projects in the planning document, so it will not be possible to visit each and every site.

The Commission has oversight responsibility for the ped-bike plan update. Based on the feedback received to date from the public, the City Council and other organizations, staff believes the schedule will need to be revamped and pushed out. Mr. Loewenherz proposed allowing the policy and prioritization discussions to carryover into the first part of 2008 and then following that up with a focus on how to make it all come to fruition. The final product will not be ready until the summer of 2008.

Mr. Loewenherz said staff has had a lot of meetings, most recently with a group from the Bridle Trails Community Club. Staff intends to work closely with the Community Club in sifting through the various projects that are within the Bridle Trails subarea. The expectation is they will forward a recommendation to the city in December. It is assumed that by spring the Commission will be in a position to update the Council on a final network plan.

The citywide involvement with Virtual Earth has been live for fifteen days and has already generated 115 comments. The vast majority of the comments have been favorable. Mr. Loewenherz provided the Commissioners with a listing of all of the comments received to date

and the specific projects highlighted by the public.

There is policy guidance in the Comprehensive Plan for prioritization. There may be a need to tweak them as the process moves forward. The objective of staff relative to the proposed prioritization framework is to make it more evidence based, easy to use, consistent and fair, and aligned with existing processes. The approach makes use of the existing mapping interface to show overlapping priorities of different criteria. All of the layers of data will be brought into an assessment of each of the 400 projects on the list.

Mr. Loewenherz said one thing that is not in the draft network but would be more responsive to what has been heard from the Council is building on the corridor overlay that is already in ped-bike plan. The overlay distinguishes between primary, secondary and tertiary bicycle routes. The list of criteria could be revised to give a higher priority to corridor connections.

Mr. Loewenherz allowed that to some extent the hands of staff have been tied owing to the fact that they must work within the confines of an adopted Council plan. The feedback received from the public is exactly the kind needed to tweak and improve the system. Throughout the process, the input from the public has been both appreciated and invaluable.

Commissioner Northey proposed deferring the general discussion on the prioritization framework until after the discussion on goals.

Commissioner Van Valkenburgh agreed and said it would be helpful to stagger making decisions on the policies and the prioritized project list.

C. Bel-Red Corridor Project Implementation Update

Senior Planner Kevin McDonald said the October 10 joint boards and commissions meeting was the kickoff for the implementation phase of the Bel-Red corridor project. The Transportation Commission was told about its specific charge the next evening.

Mr. McDonald said part of the charge to implement the Bel-Red corridor project involves looking at how it will affect all of the different elements of the Comprehensive Plan and the Land Use Code. There are five different policy documents within the Comprehensive Plan that overlap with the geography of the Bel-Red corridor. Not all of them are current, not all of them are even referenced, and several of the components are either redundant, outdated or in conflict with more recently adopted policy documents.

The Eastside Transportation Partnership is both a document and a group comprised of representatives from a number of Eastside jurisdictions. The organization was established through interlocal agreements in 1987 and is currently staffed by King County. The interlocal agreement is reestablished about every five years; it was last reestablished in 2003. The document of the same name has not been updated; many of the policy statements have been

superseded by new policies, and most of the projects in the document have been completed. The recommendation of staff is to delete the completed projects from the list. Almost all of the 47 policies in the document are also incorporated in the Transportation Element of the Comprehensive Plan or have been superseded. There are a few staff believes should be kept, specifically policies 43, 44 and 45 which should be moved to the Transportation Element. Once the policies have been re-housed and the project list updated, the document itself will be essentially gutted and should be repealed. The projects that have not been completed should be moved to another document.

Commissioner Wendle asked if the Eastside Transportation Partnership group has been informed with regard to the proposed direction. Mr. McDonald said he has talked with the support staff who confirmed that the document is no longer referenced and that the Partnership is sustained by King County under its own operating guidelines and procedures.

Answering a question asked by Commissioner Van Valkenburgh, Mr. McDonald said the Transportation Element includes a transit section that includes policies regarding Bellevue's transportation connections with the region. It also includes a regional transit section and a state highway section, all of which is aimed at assuring a link between Bellevue's specific transit needs and the region. The regional context of the Eastside Transportation Partnership policies are embraced by the Transportation Element. Mr. McDonald said he intends to bring to the November 8 Commission meeting proposed changes to the Transportation Element showing how the policies are to be moved.

Commissioner Northey asked if the Eastside Transportation Partnership document was adopted by the City Council. Mr. McDonald said it was adopted by the Council as part of the Comprehensive Plan. When the Comprehensive Plan is re-adopted and amendments are made to it, the entire document is reaffirmed. So even though no changes have been made to the Eastside Transportation Partnership document, it is a current document.

Motion to preliminarily recommend the changes to the Eastside Transportation Partnership policies and projects as outlined. Second was by Commissioner Van Valkenburgh.

Commissioner Glass noted that project R-100 has never been built and is not superseded by another plan but will be deleted by the motion. Mr. McDonald said the project is currently part of the BROTS project list but the BROTS update about to get under way intends to eliminate the project. Mr. O'Neill added that any changes to the BROTS agreement will need to be approved by both Bellevue and Redmond. The BROTS agreement needs to be updated because it has a horizon year of 2012 and does not reflect the planning that Bellevue has done in the Bel-Red corridor and the planning Redmond has done in Overlake. Whether or not the project is retained in the Eastside Transportation Partnership document will have no long-term implications for the project itself.

Commissioner Wendle commented that while all of the recommendations seem very

reasonable, the fact is that the Commission has been tasked only with developing an implementation plan for the Bel-Red corridor. Given that focus, the public can reasonably assume that the plan will deal only with the corridor. The fact that the proposal involves a larger area should trigger the need to be very clear in letting the public know what is going on.

Commissioner Northey withdrew her motion, and Commissioner Van Valkenburgh withdrew her second to the motion.

Mr. McDonald proposed going through the entire project list at a future meeting and making a preliminary decision regarding each item on the list. Where there are questions relative to whether a specific project should be removed from the list or not, the project could be left out of the preliminary recommendation.

Commissioner Van Valkenburgh asked if certain projects could be transferred to a document that does not yet exist, allowing the rest of the Eastside Transportation Partnership document to be repealed. Mr. McDonald said projects that have not been completed and which the Commission believes warrants further study in the context of some undefined subarea planning process, the projects could be transferred to the East Bellevue Transportation Plan; the projects will not go away until such time as they are specifically removed from the list.

Motion to eliminate the projects that have already been completed or which are clearly out of date, along with the policies that are already included in the Transportation Element of the Comprehensive Plan, was made by Commissioner Wendle. Second was by Commissioner Northey and the motion carried unanimously.

Mr. McDonald called attention next to the Bel-Red/Bridle Trails/Crossroads/Northup transportation facilities plan. He noted that the document has one policy that directs the construction of all of the projects on the project list. The project list includes several projects that have been completed, many of which have been looked at in the context of the Bel-Red corridor study and have been either affirmed or superseded. He recommended eliminating the policy that directs the implementation of the projects, and to eliminate the projects that have been built, have been superseded by the Bel-Red study, or that currently reside in the East Bellevue Transportation Plan.

Commissioner Glass asked what happens to projects on the list that also are in BROTS. Mr. McDonald said BROTS is a far more current plan than the Bel-Red/Bridle Trails/Crossroads/Northup transportation facilities plan. Any project that exists in the BROTS document will not be entirely eliminated by removing them from the Bel-Red/Bridle Trails/Crossroads/Northup transportation facilities plan.

Answering a question asked by Commissioner Northey, Mr. McDonald said the East Bellevue Transportation Plan was last updated in 2004. The projects in that plan are neither prioritized nor revenue constrained.

Motion to eliminate the project implementation policy and the projects in the Bel-Red/Bridle Trails/Crossroads/Northup transportation facilities plan that have already been completed or which have been superseded was made by Commissioner Wendle. Second was by Commissioner Glass and the motion carried unanimously.

8. OLD BUSINESS – None

9. NEW BUSINESS

Chair Yuen asked the Commissioners wishing to eat the food provided by the city to come early and eat prior to the meeting. He said having the Commissioners eat while the public is present does not look good.

10. PETITIONS AND COMMUNICATIONS – None

11. APPROVAL OF MINUTES – None

12. REVIEW CALENDAR

A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion in upcoming meetings.

B. Public Involvement Calendar

13. ADJOURNMENT

Chair Yuen adjourned the meeting at 9:22 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date